

whom have demonstrated their love of country in defending our borders and our way of life. But in remembering and applauding their service, we must also recognize America's next veteran generation: the men and women in uniform today. Our duty as lawmakers is to ensure that our service members' commitment to the Nation is matched by the Government's diligence in preparing them to face our current and future threats. Also important is the quality of life that these service members and their families deserve. It should, therefore, be a priority to improve the salaries, benefits, and facilities that our military men and women, and their families, rely upon.

America's troops on the ground, on the sea, and in the air make up the most capable military force in all the world, and their equipment and support systems should be nothing less than first rate. The current war on terrorism and the changing threats of the 21st century demand a new level of readiness from our military that can only be met with better funding and more effective programs. The Nation's Armed Forces need to be prepared for the realities of a new security paradigm and a new kind of combat. Last year's terrorist attacks have changed our understanding of modern warfare and the need to protect our cities and our citizens. And in response to this realization, the Senate has passed legislation to increase spending so that our military can be equipped and trained to counter the world's growing, nontraditional threats.

We owe much to our veterans: respect and admiration, in addition to appropriate retirement and healthcare benefits. We can most greatly honor these men and women, however, by focusing on the needs of the current service members who will one day be veterans themselves. We must support their mission today so that we can celebrate their accomplishments tomorrow. I encourage my colleagues and my fellow Americans to join me in paying tribute to the veterans, past, present and future, who are an indispensable part of what makes our country the greatest in the world.

#### NOMINATION OF JAMES L. JONES TO BE SUPREME ALLIED COMMANDER, EUROPE, SACEUR

Mr. LEAHY. Mr. President, I rise today to speak about the nomination of Gen. James Jones to be Supreme Allied Commander in Europe. General Jones has served in the Marine Corps with tremendous skill and dedication, and I know he will make an equally effective U.S. and NATO commander in Europe.

I first met General Jones when he served as a Corps liaison here in the U.S. Senate in the mid-1980s. Like other Marines, then Major Jones was quiet about his war record but I learned he served gallantly in Vietnam. In some of the worldwide travel that

the Corps supported and he helped arrange, I quickly realized that the service had itself a man of exceptional intellect, skill, and determination. In other words, the Corps possessed a leader in every sense of the word.

Despite his fluent French and obvious sense of diplomacy, General Jones is foremost a warrior and his career is dominated by such critical assignments as commanding the 24th Marine Expeditionary Unit. I visited this prestigious unit when it participated in Operation Provide Comfort after the Gulf War. One of the most impressive sights I have ever seen was then Colonel Jones giving crisp orders to his Marines only miles outside of the Iraqi town of Zaku while Air Force A-10 Thunderbolts provided aerial cover. He brought his typical professionalism to other combat-related assignments.

As the 32d Commandant of the Marine Corps, General Jones has served exceptionally. Under his leadership, the Marine Corps has developed new capabilities that will help America's 9-1-1 force to operate effectively at greater distances. In response to September 11 attacks, General Jones ordered the creation of a new unit to protect the country domestically, in addition to inspiring Marines to serve in truly outstanding action in Afghanistan and across the turbulent Middle East.

It is a testament to his achievements and character that the President selected General Jones to become the Supreme Allied Commander, Europe. General Jones will be the first Marine to take on this most prestigious military command. He faces a number of challenges, including navigating the expansion of the Atlantic Alliance along with the prosecuting the war on terrorism. He will command an enormous Area of Responsibility, including much of Africa where the AIDS/HIV epidemic promises to create untold security instabilities. If anyone is up to leading allied forces to protect our interests and promote our values it is Jim Jones.

Marcelle and I wish General Jones and his wife Diane all the best as they move to Mons, Belgium. Based on our friendship and contact over the years, I know he will make us proud. I congratulate him, and, as an American, I am thankful our country has his services.

#### ANTON'S LAW, H.R. 5504

Mr. FITZGERALD. Mr. President, I rise today to applaud the passage of Anton's Law, H.R. 5504, by the House of Representatives.

I introduced the Senate version of Anton's Law, S. 980, in May 2001. S. 980 is named in memory of Anton Skeen, a four-year-old who was killed in a car crash in Washington State. Anton's mother Autumn—a national passenger safety advocate—believes that Anton's life could have been saved had he been riding in a booster seat. Designed specifically to help standard adult seat belts fit better, booster seats are used

to protect children who have outgrown their car seats but are still too small to fit properly in an adult-sized safety belt. On average, children in this group range from 4 to 8 years of age, weigh 40 to 80 pounds, and are less than 4 feet 9 inches tall. It has been reported that only about 5 to 6 percent of these 19.5 million U.S. children are using booster seats. In 2000, 721 children aged five to nine were killed and 103,000 were injured in car accidents.

The Senate Committee on Commerce, Science and Transportation approved Anton's Law in August 2001, and the Senate passed the measure by unanimous consent on February 25 of this year. Last month, in order to help ensure that this important measure is placed on the President's desk for signature before the end of the year, the Senate Commerce Committee accepted my amendment to insert Anton's Law in the Senate version of the National Transportation Safety Board Reauthorization bill, S. 2950, which the Committee then approved by unanimous consent. I would like to thank all of my colleagues for their continued support of this bipartisan legislation that will help to improve the safety and effectiveness of child restraints in automobiles and protect our Nation's young people.

Like the bill that I introduced in this body, the bill that was passed yesterday by the House of Representatives will improve the safety of children from 4 to 16 years old by requiring the Secretary of Transportation to initiate a rulemaking regarding establishing performance standards for child restraints, especially for booster seats, for children weighing more than 50 pounds. This measure will also lead to the development of a 10-year-old dummy that can be used to test child restraint devices. It also requires automobile manufacturers to install three-point lap and shoulder belts in all rear seating positions of passenger vehicles.

Since February, I have been working to have this measure passed by the House, and I commend them for the work that they have done on this important issue. While I am happy that Anton's Law will finally be presented to the President, this bill represents only part of what the Senate sought to accomplish when we passed Anton's Law in February. The Senate's version of Anton's Law, unlike the House bill, contained provisions that would extend for 2 years a Federal grant program for States to promote child passenger safety and education, and that would encourage State action by providing States with financial incentives to adopt mandatory booster seat laws by 2004. Absent this incentive grant program, States will have little impetus to promulgate the laws needed to adequately protect this group of children. As I have already mentioned, the version of Anton's Law passed by the Senate this year has been incorporated in the Senate's version of the National Transportation Safety Board Reauthorization bill. I urge the conferees